

**REQUEST FOR QUOTE**  
**MTA FREIGHT LOCOMOTIVES 1201, 1202 and 1203 REPAIRS -**  
**SCOPE OF WORK AND TECHNICAL SPECIFICATION**

**1. BACKGROUND**

The MTA, in conjunction with the MDOT Office of Freight Logistics, owns Locomotive 1201, 1202 and 1203, which are operated by the MDOT's freight railroad contractor the Maryland and Delaware Railroad (MDDE). The locomotives were originally manufactured by ALCO in the mid- to late-1950s and were designated as RS3Ms. The locomotives have since been overhauled with General Motors EMD equipment, which replaced the ALCO prime movers and selected components of the traction systems.

**2. SCOPE OF WORK**

The Contractor shall furnish all materials, supplies and equipment necessary to perform the tasks. The Contractor's scope of repairs shall include the following:

- **Locomotive 1201.** Attachment A details the technical work scope for Locomotive 1201. Under Phase 1, the repair Contractors are invited to submit a formal quote to perform an investigation to determine the cause of water intrusion into the fuel tank. Phase 2 will address the subsequent remediation of the problem.
- **Locomotive 1202.** Attachment A details the technical work scope for Locomotive 1202. The main air compressor shall be replaced in kind with a new or rebuilt air compressor. The task shall also include testing to verify its performance.
- **Locomotive 1203.** Attachment A details the technical work scope for Locomotive 1203. The secondary suspension leaf springs on the rear truck shall be replaced.

**3. WARRANTY**

The Contractor shall provide a 2 year warranty on the air compressor for locomotive 1202. For all other materials and workmanship the Contractor shall provide a 1 year warranty.

#### **4. LOCATION OF WORK COMPLETION**

The Contractor shall perform the repair work at the MDDE railroad engine house located in Massey, Maryland. At the Contractor's request the repair work may be performed at the MMDE's Federalsburg location where a pit is available.

#### **5. SCHEDULE FOR WORK COMPLETION**

It is the MTA's intention to have the work completed prior to MDDE's peak operational period during mid to late August. The schedule of activities will be mutually agreed by the MTA and the Contractor in writing, before executing the Contract. The agreement shall specify the number of days on-site, the level of effort, the number of workers on-site, scheduled work days, scheduled working hours, and the level of MTA's on-site support (if any).

#### **6. BID REQUIREMENTS**

The repair Contractors are invited to submit a formal Bid to the MTA for conducting the required repairs. The Bid shall be submitted no later than 2:00 PM on August 31<sup>st</sup> 2011, to the address below:

Brenda Hayes  
Maryland Transit Administration  
Purchasing Department  
2<sup>nd</sup> Floor  
1331 South Monroe Street  
Baltimore, MD 21230

The Bid shall include a detailed description of the work to be performed for each locomotive and the total cost for each locomotive quoted separately.

Initially for Locomotive 1201 the MTA will only authorize Phase 1 repairs. The MTA will authorize the start of Phase 2 repairs based on the determined cause of water detected in the fuel.

The repair Contractor shall detail all assumptions that were used in developing the submitted bid, and shall delineate the cost of travel and accommodations needed for its staff while on-site. The proposal shall include the Contractor's previous experience in conducting similar repairs, and provide a minimum of two references and contact information associated with the previous experience. The bid shall include resumes of key proposed staff that will be performing the repairs.

Questions concerning this request for quote can be directed to Brenda Hayes, Procurement Administrator @ [Bhayes1@mtamaryland.com](mailto:Bhayes1@mtamaryland.com).

## **7. Insurance Requirements**

### **LIABILITY INSURANCE**

The following requirements shall prevail:

A. The Contractor shall forward to the Procurement Officer prior to the execution of the Contract, a certificate of insurance issued by the Insurer (s), including special endorsements. If requested by the Engineer, the Contractor shall provide a certified copy of the actual policies and endorsement in addition to certificates. The contractor shall procure and pay for insurance specified herein issued by companies licensed and authorized to do business in the State of Maryland.

The Contractor shall furnish policies satisfactory to the Administration (hereinafter "Administration" refers to Maryland Transit Administration, Maryland Department of Transportation and the State of Maryland inclusively) as to contents and carrier; such insurance will contain the following provisions:

1. Sixty (60) day's prior notice to the Administration of cancellation.
2. Inclusion of the Administration, Engineer and their directors, officers, representatives agents and employees as additional Insured as respects work or operations in connection with the Contract.
3. Endorsement providing that such insurance is primary insurance and no insurance of the Administration will be called in to contribute to a loss.
4. The Contractor agrees to indemnify, defend, and hold harmless the Administration from and against all loss or expense (including costs and attorney's fees) by reason of liability imposed by law upon the Administration for damages because of bodily injury, including death, at any time arising therefore, sustained by any person or persons or on account of damage to property, including loss of use thereof arising out of or in consequence of the performance of this contract, whether such injuries to person(s) or damage to property is due or claimed to be due to the negligence of the Contractor, the Administration, their agents and employees, except only such injury or damage as shall have been occasioned by the sole negligence of the Administration. The above provisions are to be included in all subcontracts as specified herein under Paragraph D below.

B. If at any time above-required insurance policies should be canceled, terminated, or modified so that the insurance is not full force and effect as required herein, the Administration may terminate this Contract for default or obtain insurance coverage equal to the required herein, the cost of which shall be charged to the Contractor and deducted from any payments to the Contractor.

C. Insurance like that required of the Contractor shall be provided by or in behalf of all subcontractors of any tier and other entities to cover their operation(s) performed under this Contract.

D. Insurance Coverage: The coverage of insurance under such policy or policies shall be at policy limits not less than as specified herein.

1. Worker's Compensation and Employers' Liability (Coverage B): Providing statutory coverage in the State of Maryland, to include all States endorsement, United States Longshoremen and Harbor-Workers' Compensation Act, and employer's Liability (Coverage B), with a minimum limit of \$500,000.00.

2. An occurrence form Comprehensive General Liability: To include Contractual Liability, Broad Form Property damage, Explosion, Collapse, and Underground Coverage, and Completed Operations Coverage. The Completed Operations Coverage shall remain in effect until two (2) years after the work has been accepted by the Administration. The Comprehensive General Liability Insurance shall have a minimum combined single limit of \$2,000,000.00 and shall at no time have an aggregate limit of less than \$2,000,000.00.

3. Comprehensive Business Automobile Liability: The policy or policies shall cover all automobiles defined as motor vehicles, whether owned, non-owned leased, or hired, to a minimum combined single limit for Bodily Injury and Property Damage of \$2,000,000.00 and shall include, be endorsement, a waiver of subrogation with respect to the Administration.

4. Umbrella Liability: Provide an occurrence "umbrella" form of excess liability insurance containing coverage no less restrictive than that required in the underlying policies specified above. The required primary insurance shall be listed as underlying coverage in the first layer umbrella policy. The umbrella policies shall contain a minimum total occurrence and aggregate limit of: \$5,000,000.

5. Contractor shall maintain in force for the full period of this contract insurance covering losses caused by pollution conditions that arise from the operations of the contractor described under the scope of services of this contract.

Insurance as required in paragraph 1 shall apply to bodily injury; property damage, including loss of use of damaged property or of property that has not been physically injured; cleanup costs; and defense, including costs and expenses incurred in the investigation, defense, or settlement of claims. The policy of insurance affording these required coverage's shall be written in an amount of at least \$5,000,000 per loss, with an annual aggregate of at least \$5,000,000.

The policy of insurance as required in paragraph 1 shall be endorsed to include as an insured the MTA, its officers, and employees.

The policy of insurance as required in paragraph 1 shall be written by an insurer acceptable to the MTA.

If coverage as required in paragraph 1 is written on a claims-made basis, the Contractor warrants that any retroactive date applicable to coverage under the policy precedes the effective date of this contract; and that continuous coverage will be maintained or an extended discovery period will be exercised for a period of five (5) years beginning from the time that work under this contract is completed.

Contractor shall provide to MTA a certificate of insurance documenting the existence of coverage as required in paragraph 1 of this contract. The certificate shall be signed by a person authorized by the insurer to bind coverage on its behalf as described in the certificate. Such certificate shall be delivered to MTA before work under this contract commences.

If the scope of services as defined in this contract includes the disposal of any hazardous or non-hazardous materials from the job site, the Contractor must furnish to the MTA evidence of pollution legal liability insurance maintained by the disposal site operator for losses arising from the insured facility accepting waste under this contract. Coverage certified to the MTA under this paragraph must be maintained in minimum amounts of \$5,000,000 per loss, with an annual aggregate of at least \$5,000,000.

8. **SITE VISIT**

A site visit will be conducted on the following schedule for this bid :

Location	Site Visit Date
Locomotive 1201 & 1202	8/16/11 from 10:00 AM – 11:00AM
Locomotive 1203	8/17/11 10:00 AM -11:00 AM

Locomotive 1201 and 1202 are located at 12190 Massey Road Massey, Maryland 21650

Locomotive 1203 is located at 108 Railroad Avenue Federalsburg, Maryland 21632

The contact at each location will be Mr. Sam Pate he is the Chief Mechanical Officer for Maryland & Delaware Railroad.

9. **SAFTEY**

Please remember before entry to all property of Maryland & Delaware Railroad you **must** to bring steel toed boots, hard hats and safety glasses to enter the property. If you do not have these items than you will not be able to attend.

**ATTACHMENT A  
TECHNICAL SPECIFICATION**

## **ATTACHMENT A TECHNICAL SPECIFICATION**

### **1. GENERAL**

The purpose of the repair tasks is to remediate the individual problems in order to restore each of the locomotives to an operational condition.

### **2. LOCOMOTIVE 1201**

Phase 1 of the task shall involve investigation of the cause of water detected in the fuel tank. The locomotive suffers from reduced power when water in the fuel reaches a certain level and is held out of service on a weekly basis depending on the amount of water found in the fuel. Currently MDDE staff is checking the filters two to three times a week for any signs of water, draining the filters and pumping out any water that accumulates in the bottom of the fuel tank. There is a drain at the bottom of the fuel tank but it has not been operated for some time.

The locomotive has been equipped with a fuel pre-heater that was replaced in 2010. The new unit was recently removed and bench tested for pressure in both the fuel and coolant sides. There was no loss of pressure recorded over a number of days.

The locomotive is equipped with an ecology tank within the fuel tank. The ecology tank was drained and monitored as it was thought this may be a source of the water; however this has not solved the problem.

The Contractor may undertake any actions deemed necessary to determine the source of the excessive water detected in the fuel. Currently the fuel tank is holding approximately 500 gallons of fuel. If the Contractor needs to drain the tank to drop it or to pressurize it, the fuel must be removed and stored by the contractor per any applicable EPA guidelines.

The MTA will authorize the start of Phase 2 to carry out the necessary repairs based on the determination of the cause of water in the fuel tank.



## **2. LOCOMOTIVE 1202**

The two stage compressor failed with two of the rods broken in half and at least one bearing failure. The contractor will replace the compressor in kind or with a rebuilt air compressor. Removal of the air compressor may involve removal of the railings or other engine internals. The new compressor shall be performance tested to verify proper operation. Please see the photos in Attachment B for reference.

## **2. LOCOMOTIVE 1203**

One of the six leaf springs on the rear truck of locomotive 1203 was found to be broken. It was not determined what the exact cause of failure was. The Contractor shall replace in kind all of the leaf springs on both sides of the rear truck. Please see the photo in Attachment B for reference of the typical installation. The broken pack was not photographed.

**ATTACHMENT B**  
**Existing Condition Photographs**

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**Figure 1-Loco 1202 Air Compressor Data Plate**



**Figure 2-Air Compressor from Left Side**



**Figure 3-Air Compressor from Right Side**



**Figure 6-Leaf Spring (Typical)**